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SPORTS

By J. W. BAINS.

OAHUS MAY QUIT LEAGUE

The Oahu College may withdraw from the interscholastic league on account of the decisions reached at a meeting yesterday. The McKinley High School and the Kamehameha schools took the stand that existing conditions enable the Oahu College to keep athletes on the team after their bona-fide period has expired and that in other respects the Oahu team was not exactly what it should be. In other words, that the College favored athletes at the expense of education.

The rule requiring students to attend twenty periods of study weekly was carried, and the rule barring a student from playing more than one team more than four years was also upheld. The Oahu consider themselves unduly affected by these regulations and there is some talk of their dropping out of the league, but nothing definite will be done until the Oahu Athletic Association has taken the matter under consideration.

PHYSICAL EFFECTS OF STRENUOUS AUTO SPEEDING

In view of the fact that de Palma again with the Vanderbilt Cup race decided Saturday last on the Long Island motor Parkway, the views of so noted a driver are of particular interest at this time.

De Palma, who ranks with the greatest of automobile race drivers, has written for the Herald his opinion concerning the effect of high speed racing on the man at the wheel. With a Fiat car De Palma drove the two fastest laps in the grand prize race at Savannah in 1908, and in dozens of other important contests he has been one of the leading figures. His article says:

Not being a physician, I am hardly qualified to speak with authority upon the effect of long continued high speed racing on a driver. However, from my own observations and experience I am of the opinion that driving at extreme speeds (not taking serious smash-ups and accidents into consideration) does not have the bad effect upon one's system that ordinary athletics, such as running, jumping, swimming, &c., have when followed professionally. You will find that the majority of athletes who for their livelihood depend upon their prowess in competition for any number of years sooner or later are stricken with heart trouble or other physical ailment. This is true of many runners and bicycle riders; and, speaking of the latter, I know something of the game, for from 1899 until 1902 I was one myself.

I attribute the fact that I have no ailments dating back to the bicycle days to my early retirement from the game. When I quit pushing the pedals I took up motor-cycle racing, and as was the case with my first attempts at bicycle racing, had my share of spills and accidents, none serious enough, however, to leave bad effects. In fact, the only trouble I have is due to a broken right thigh caused by a bursting tire of the Cyclone in a race at Danbury a year ago.

Handwork counts for more in racing than most people imagine. Not only the muscles, but the brain as well, must be developed, quick thinking and a keen, clear mind playing a big part. Having been through the mill, I do not believe that the strain of high speed has any harmful effect upon the mind or body.

One thing might be mentioned as peculiar. Racing produces prematurely gray hair. Nearly every racing driver I know has some gray hair. Caleb Bragg, the cleverest of the amateur drivers, for instance, is but twenty-three years old, yet he sports a number of gray hairs about his ears. Louis Strang, "Bob" Harman, "Eddie" Henry, Edward Parker, Harry F. Grant, Ray Harroun and many other young drivers have some silver hair and to this rule I am no exception. Frank Leacock has more than his share—what's left is all gray. Evidently high speed has some effect on the hair, but I cannot see that it damages the nerves and muscles.

I have read that drivers after long road races suffer from stomach trouble and acute indigestion for several days. No instances of this have ever come to my attention. As for me, after a long race I am frightfully hungry—a regular starved feeling.

It is true that racing will have a paralyzing effect on muscles at times, but this is due to the condition of the course and not the high speed. In the last Brighton Beach twenty-four hour race my wrists became paralyzed and forced me to quit because I could not steer. However, it was the severe vibration of the steering wheel caused by the rough ruts and bumps, that did it.

As far as speed having an effect on the mind is concerned, it certainly at times causes bad temporary effects. At the Indianapolis Speedway drivers have become dizzy from the continuous whirling while in a twenty-four hour race not long ago one of the drivers went temporarily out of his mind and, upon noticing the grand stand, asked his mechanician: "Where did that house come from? I never saw that before." Following which,

upon entering the paddock, he collapsed.

While I do not like to dispute scientific and medical authority, I do not agree with Dr. Lamar K. Tuttle, the noted New York osteopath, who has studied racing drivers and believes that their minds are abnormally developed—in short, that they are more or less crazy and that their being able to stand and liking terrific speed is a proof of his contention. I cannot see why a man who does "dare devil" driving should not be just as sane and amiable when not at the wheel as the ordinary individual. Arabian whirling dervishes, I understand, have a few "stripped gears" and loose "wheels" also, but because a man whirls miles in fifty seconds on a track is no proof that he is daff.

Certainly high speed racing does not affect a driver's nervous system as prize fighting will. If you have ever observed old fighters you have no doubt noticed that their co-ordination is bad—I, e., they have not good control of their limbs and feet, and shamble along with rather uncertain and unsteady steps. This is caused by blows on the head, I am told, and if race drivers were thrown out on their heads often enough they might experience the same trouble.

Racing has a tendency to put lines in a driver's face, and frequently a hard, set expression, due to facial contortions to avoid dust and to secure proper vision while driving. There are, however, exceptions, of which Nazario is an example. He appears calm and debonair at all times.

A good driver never loses his "nerve," no matter how bad an accident he may encounter. Continued speed work makes a driver more and more fearless, and if a man starts out with the right amount of fearlessness in the first place it never forsakes him. When I had my bad spill last year there was no nervous collapse or shock accompanying it, such as most men in ordinary life would have experienced.

Upon my return to the track I broke a number of records and drove faster at the Los Angeles board motor-drome than ever before in my life, when I broke the world's five mile mark in 3m. 15s. This would appear to bear out my theory. Herbert Lytle has had several very bad smash-ups, yet his nerve was good until his accidents this season, and doubtless is still. Robertson in his younger days had a bad encounter with a telegraph pole, but he seems to grow fat on racing.

In fact, I believe that a good driver can do what is impossible in regular athletics. That is to "come back" after leaving the game for several years. I am confident that a number of men I know could quit driving fast cars for several years, feel no ill effects, save those sustained in accidents, then return to automobile contests and make and break records. This "terrible nervous strain" so much talked about doesn't weigh very much with professional race pilots.

NIGEL JACKSON AND A. KAOO

The fifteen mile race between Antonio Kaoo and Nigel Jackson is scheduled to take place at the League grounds on the 16th inst., and arrangements are now being made to draw up an attractive program. In addition to the star event, it is proposed to have a ball game and, if possible, another race.

The final ball game of the plantation series between Ewa and Aiea will in all probability be played before the fifteen mile run, and after the Kaoo-Jackson race a match between Pat McDonough and W. Rice over the hundred yards course may be put on. McDonough claims to be the champion sprinter of the Pacific Coast and he is said to be itching to

make a match with Rice, the Honolulu crack. The two men would put up a good contest, and it is to be hoped that nothing will occur to prevent the race from being pulled off.

Jackson reports himself in fine fettle and he considers that he will succeed in lowering Kaoo's record without any great effort. But Kaoo is of the same opinion. Even those who know the capabilities of the two men hesitate before expressing a definite opinion as to the prospective result of the race, which goes to indicate that an excellent match should result from the meeting.

NEW SPORTS RECORDS MADE

Record breakers were busy on September 24th in the States and Canada, no less than five records being smashed and others are claimed.

At Travers Island on the 24th, during the annual fall games of the New York athletic club, two new world's records were made by Con Walsh of the New York athletic club. In throwing the 16 pound weight for height he heaved the missile 16 feet 6 3/16 inches, beating his own record of 16 feet 2 7/8 inches. He preceded this performance with a record throw of 33 feet 1 inch with the 56 pounds weight from a stand, without run or follow. The former world's record of 31 feet 8 inches was made by M. McDonald last February.

John G. Flanagan created a new Canadian record for the 16 pound hammer throw at the Canadian amateur athletic championship at Montreal on the 24th. Flanagan tossed the hammer 179 feet 2 1/2 inches, 5 1/2 inches better than the previous record.

A new world's record for throwing the discus was established by Martin J. Sheridan at the games of the East End club held at the Dexter park. Sheridan hurled the discus, weighing 4 1/2 pounds, 142 feet 7 inches. The old record was 139 feet 10 1/2 inches.

Ralph de Palma, in a Fiat car on the 24th, lowered the world's automobile record for 10 miles on a circular track, held by himself, on the track of the Belmont driving club at Naperth, near here. He covered the distance in 8:31-5. The former record was 8:48, made some time ago in St. Paul.

A new record for distance salmon flycasting is claimed for Rufus Leonard of this city, who, in the third annual tournament in the fenway at Boston, on the 25th, cast his salmon fly 136 feet 1-2 inch, using a rod made by himself 20 years ago.

Jack Clarke, the Australian bicyclist, on Sept. 25th, defeated Frank L. Kramer, the national champion, in a five mile paced match at the Valedrome, Newark, N. J. Clarke won by the proverbial eyebrow in 12:16 2-5.

WINE, GOLFING CHAMPIONSHIP.

Yale successfully defended its title to the intercollegiate golf team championship at the Essex country club Manchester on Sept. 21, by defeat-Princeton 5 to 1 in the single matches in the morning and 2 to 1 in the four ball matches in the afternoon, giving Yale a total of 7 points to 2 for Princeton. The amateur record for the course, held by W. J. Travis and G. Anderson, was equaled during the four ball matches by Albert Seckel of Princeton, the present individual title holder, and bettered by one stroke by Carl E. Mosser of Yale, the latter making the 18 holes in 74.

A missed tee shot after 35 holes of steady and often brilliant playing cost Harvard the individual intercollegiate golf championship at Manchester, on Sept. 24th, Robert E. Hunter, of Yale, a member of the Midwestern club of Chicago, defeating F. C. Davidson of Harvard in the final round, one up in 39 holes.

The victory gives Yale its seventh individual golf championship, while team honors in the intercollegiate association also go to New Haven college this year. Hunter's brilliant work in the earlier part of the match which took 6 hours and 15 minutes to play, and was finished in the dark, had stalled off defeat, which seemed inevitable. At the twenty-fifth hole the match looked like a gift to the Harvard player, who was four up at that point. Here the young Chicago golfer spurred brilliantly. He squared the match at the thirty-fourth hole and from thence to the thirty-eighth, the holes were halved. Then came Davidson's mishap and Hunter's victory.

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